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quite freely, to the loss of their regular traffic. In both these matters, the American policy is the opposite of the British. His information as to American practice is not infallible, however, for he commends us for allowing reduced rates on five-ton lots and on trainloads (p. 122).

With regard to labor, he fears that the growth of its power and privileges will make it in the end "co-optive," though the fact that railway boards of directors are also virtually self-perpetuating bodies does not seem to worry him. Indeed, throughout the book the prevailing point of view is that of the investor—and quite naturally so. It is an interesting book, and should prove of interest to all American students of transportation who enjoy seeing themselves as others see them.

AMHERST COLLEGE

J. MAURICE CLARK

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*Immigration: A World Movement and Its American Significance.*

By HENRY PRATT FAIRCHILD. New York: Macmillan, 1913.  
8vo, pp. ix+455. \$1.75 net.

Professor Fairchild's volume is a welcome addition to the literature of immigration. From its predecessors it differs generally in its broader outlook, its more systematic analysis, and its utilization of a large accumulation of recent data.

The first quarter of the book is historical, tracing by periods the character and contemporary problems of immigration. Much of the substance here is chosen from scattered and neglected places. The whole field deserves further working. In particular we should like evidence, if possible, on the question how far the specific forms of our industry "called" immigrants to the country and how far immigrants came because of supposed better general opportunities to get an economic foothold. Mr. Fairchild is with those who hold that the recent coming of South Europeans checked the coming of North Europeans (p. 133). That such an influence was really powerful seems to need more demonstration than is offered.

There is a good chapter entitled "The Causes of Immigration," but it deals almost wholly with the artificial causes. The more fundamental causes are discussed briefly in the preceding chapter, which purports to deal with volume and racial composition. Here are two pages each, for example, on Austria-Hungary and Italy. Much of the information is questionable or not clear in signification. To say that rents in South Italy are such that "as much as \$160 per year per acre is paid for an

orange garden" is no more to explain the emigration of South Italians than to say that the rent of New York City blocks should prevent Italians from immigrating to New York. A book that discusses immigration as a world-movement should more clearly show causes in their sequence than these pages do. The next two chapters, on steamship conditions and the conditions upon landing, are both novel and interesting.

The chapters which follow (xi-xvi) deal with the immigration situation in the United States. It is a pity that some rearrangement of material in these did not take place. The more specifically economic aspects of immigration are so difficult to handle and so much in question today that, as it seems to the reviewer, they should have been dealt with together instead of being scattered. Thereby the other elements of the problem would have been more convincingly set forth. Chap. xi, chiefly on the birth-rate, is well done; while accepting much of Walker's argument, it has a background of its own. Chap. xii gives an excellent descriptive review of the immigrant-housing problem. Chap. xiii compares the low wages of immigrants with the sums supposed necessary to a sufficient living standard. Exploitation, religion, recreation are handled, with freshness of view, in chap. xiv; pauperism, crime, and insanity in chap. xv. A curious passage in the latter chapter, accepting the proposition that "pauperism is not something that the immigrant brings with him, but is the result of a considerable period of life and experiences here," is followed by an elaborate paragraph in which the causes of pauperism are centered in the characteristics of the immigrants.

The economic discussion of these chapters, though far better than that of previous books, leaves much to be desired. There is a good statement of the relation of wages and a rising tide of immigration to the revival of trade; there is a refutation of the notion that during depressed times the return of aliens to Europe constitutes a "safety-valve" for employment; there is a pertinent handling of the notion that immigrant influxes "push up" Americans and older immigrants. The author considers that immigration tends to lower many rates of wages, but the grounds of his argument are not wholly clear. Too much seems made of the standard of living. "It is not," we read, "because he has had to compete with more laborers, so much as with cheaper laborers, that the American workman has failed to secure a higher remuneration for his services" (p. 303). If in New York the number of bricklayers were to be doubled by immigration and the immigrants were every bit as capable as the Americans and all were to find employment, then the wage for both would still tend to fall. To assume a maintained wage is,

other things equal, to assume that the newcomers would get no employment. How far the employer really gains by "cheap" labor and how far, because of competitive business, he only seems to gain, is apparently not clear. There is a suggestive discussion of the relation of immigration to crises, but students of crises are likely to find their problem stated in simpler terms and with more assurance than they would accept. In particular the reasoning on pages 357-59 upon the relation of immigration to the crisis, as a phenomenon of underconsumption, and to savings must be unacceptable to many. It may also mislead to declare that immigrants' remittances "are savings actually withdrawn from the wealth of this country and sent abroad to be expended there" (p. 345).

The last chapter (xix) contains a discussion of the effects of emigration upon Europe; its basis of information is scarcely wider than that on the causes of emigration. This again is unfortunate, because the book purports to deal with a world-phenomenon, and also because there is probably much in the European problem of emigration to confirm the author still further in his recommendations for a restrictive policy.

To dwell upon doubts and defects as much of this review has done is only to emphasize again that immigration—truly a world-phenomenon—still offers a field for both the intensive study of conditions and the judgment of theory. Mr. Fairchild's book is itself a good one, the best book in its field today, a book which appears to sustain its main argument better than do its competitors. College courses on immigration can profitably use it both for direct instruction and for argument.

ROBERT F. FOERSTER

HARVARD UNIVERSITY

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*Progressivism—and After.* By WILLIAM ENGLISH WALLING. New York: Macmillan, 1914. 8vo, pp. xxxv+406. \$1.50 net.

In this, the latest volume from Walling's pen, we encounter the "economic interpretation of politics" in strenuous operation. It is an attempt to locate certain types of present-day political and industrial progress as successive stages in the increasingly self-conscious historic process culminating in the socialistic consummation. That a complete and absolute social democracy is to be the outcome of our economic, political, and social evolution, notwithstanding well-recognized obstacles and counter-tendencies in the way, admits of no hesitation in the author's mind. It is his working faith even more than his working hypothesis. If it be granted that the present cannot be adequately interpreted except in the light of the past, it is at least equally true that such comprehen-